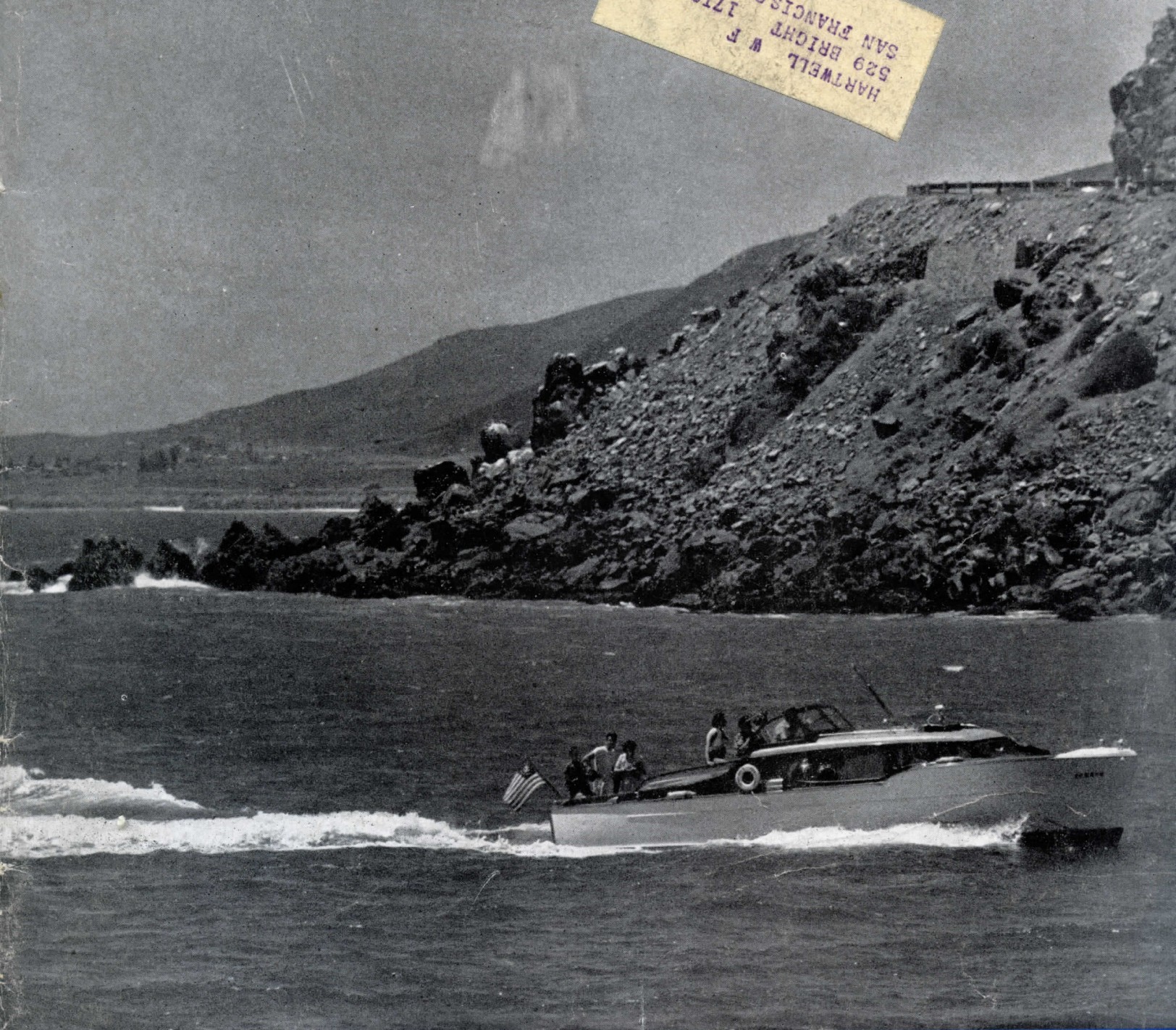


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HOW TO LAND ON SAN NICOLAS ISLAND

November, 1951

35 Cents

HOW TO LAND ON SAN NICOLAS ISLAND

By ARTHUR R. SANGER

AS you approach San Nicolas Island from the direction of San Pedro, you will come to a long sand-spit, on which the waves are breaking, coming from the North and South, making an inspiring sight. If you do not want to land on the island, you can turn toward the East and go around the end of the spit, giving it a width berth and into a large bight. Here you can anchor about two hundred yards to the South of the spit and an equal distance from the main shore, in the protection of the kelp. Do not anchor any closer as the groundswells are very treacherous. And do not try to go ashore unless you are experienced in going through heavy surf. If you must land on the island, you can do so at the Navy Landing about two miles west of the sand-spit, on the north shore of the island. If the Navy authorities will not permit you to land, you can continue westward on the outside of the kelp bed for about three miles and you will see the last of the old ranch houses a quarter of a mile above the rim of Sanger's Cove. At the west side of this, you will see the remains of an old pier.

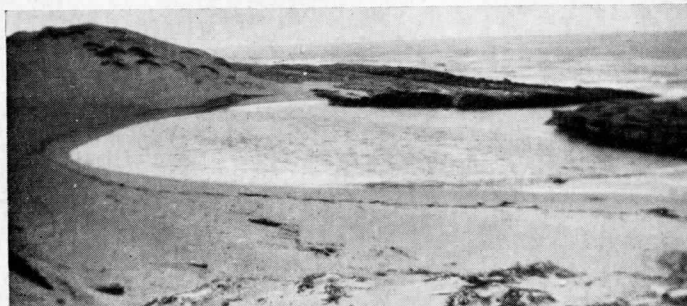
If the mass of kelp is too thick to go through without danger of fouling your propeller, you must continue westward outside the kelp, until you come to a Coast Guard light on

Northeast Point; then turn towards the shore and you can go through the thinning kelp. Near the shore, you will find a lane of clear water running eastward to Sanger's Cove. Follow this, keeping out near the kelp. (The rocks are in, near the shore, with the exception of one, which you can easily see.) Arriving at the cove, you will come to a small reef about one quarter mile out and opposite the old pier.

You can then anchor in twenty-five feet of water, a short distance to the east and in the shelter of this reef; but do not try to go in back of it. You can then row ashore and land behind the old wharf or on the beach.

Be sure to stay on the West side of the cove and near the pier, as the east side is rough and there are reefs near the shore. In coming east through the clear lane of water, from the light at N.E. Point you pass a small bay. On some charts it is called Corral Harbor. It is a nice little place, but do not try to enter because the entrance is only about twenty-feet

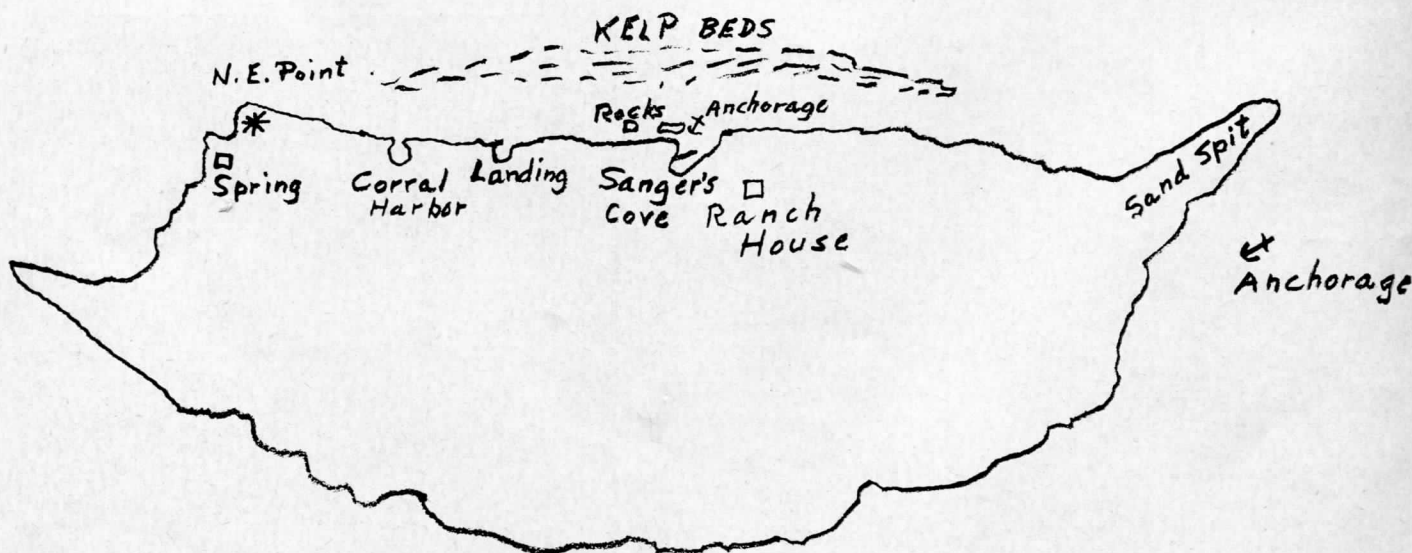
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Around this little bay, known as Corral Harbor, lived most of the Indians of San Nicolas Island.



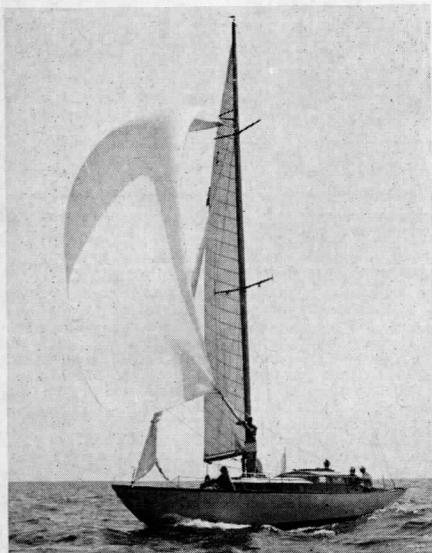
This is the Landing behind a small reef about half a mile East of Corral Harbor.



This sketch shows the principal points of interest on San Nicolas Island. Sanger's Cove is the best anchorage when it is not too stormy. One should not try to enter the cove, but anchor outside just to the East of the reef. One can land in the small boat on the West side of the cove near the ruins of an old wharf.

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SAN NICOLAS ISLAND

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wide, between the ends of two large reefs. The waves break across this entrance and if your timing is not perfect, your boat will be smashed against the East side of the reef, and besides, the bay is very shallow.

About one half-mile East of Corral Harbor, you pass the end of a large flat reef; with a jagged point which extends eastward about a hundred feet. You can anchor your boat opposite this, out near the edge of the kelp bed and row ashore, landing safely behind this reef. However, it is not as safe as Sanger's Cove.

These instructions are given in case the weather is reasonably good and there are no heavy ground-swells. If the swells are heavy, do not try to go ashore anywhere on the island unless you are an expert oarsman and swimmer.

While hunting for Indian curios in nineteen-sixteen, I discovered Sanger's Cove. It was so good that the ranch houses and corrals were later moved from near Corral Harbor to this cove. San Nicolas is a treacherous island. You can never tell when the terrible winds will strike, bringing with them the mountainous waves. There is no protection against these waves and if your ground tackle is not heavier than the average, you will find yourself in trouble.

If you cruise to San Nicolas Island, you should leave the mainland in the late evening. Time yourself so you will arrive at the island about an hour after day-break, as this is the calmest time of the day. Do not try to arrive there in the late afternoon as that is the roughest time of the day—and if it is blowing between daylight and ten o'clock a.m. you can be sure it will be bad weather in the late afternoon.

So anchor well out beyond the breakers, because on this island, when it is calm, they break close to the shore.

This article is written in the hope that others seeking to land on San Nicolas Island will benefit by these instructions which are compiled after forty years of experience. There are existing U. S. Navy restrictions which must be considered before actually attempting a landing on this island.

CATCHING THE COCKPIT BREEZE

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built boat, the *Tern* was brought around from the East Coast just a few months ago by her present owners.

W. B. Palmer's 49 foot schooner *Bluejacket* was in Santa Monica at the same time, after having visited Anacapa and Santa Cruz. Ben Huey gave them a sendoff luau.

The *Resolute*, moored in Santa Barbara for a couple of months visited Pelican Bay.

A little earlier a fleet of five boats sailed to Santa Cruz, all flying the Blue Water Cruising Club burgee. They were Ray Caldwell's 28 foot cutter *Martha*, Willis and Katie Boyd's *Rocking Chair II*, Bob and Annabelle Joyce's ketch *Lusty*, Leo and Eula Robbins' *Island Belle* and Fearless Foster's 28 foot sloop *Island Bird II*. Santa Barbara, San Miguel, Santa Rosa and San Nicholas islands were also visited by various vessels in the fleet before they returned to their respective slips in Hanchette's, Fleitz' and California anchorages. The BWCC is unusual among yachting organizations in that it has no clubhouse, but probably a larger percentage of members turn out at meetings than at those of any other club in the area. Its interest is in cruising, rather than racing, and sailing season meetings are held at the island. Members are dropped who